

1-61. (CANCELED)

62. (CURRENTLY AMENDED) A multi-stage automatic transmission comprising:

an input drive shaft (AN), and

an output drive shaft (AB);

~~at least a~~ only first, ~~[[a]]~~ second, ~~[[and a]]~~ third, ~~fourth and fifth~~ shifting elements ~~[[a]] A to E) and selective engagement of desired ones of the first, the second, the third, the fourth and the fifth shifting elements (A to E) achieves at least six forward gears and at least one reverse gear;~~

at least a first, a second and a third planetary gear sets (RS1, RS2, RS3) aligned coaxially to one another with the second planetary gear set (RS2) positioned between the first and the third planetary gear sets (RS1, RS3);

a sun gear (SO3) of the third planetary gear set (RS3) is ~~secured above the connectable by the~~ first shifting element (A) ~~[[and]]~~ to a transmission housing (GG) of the multi-stage automatic transmission,

a sun gear (SO2) of the second planetary gear set (RS2) is connected with the input drive shaft (AN), and the input drive shaft (AN) is ~~connected~~ connectable by at least one of the second shifting element (B) with a sun gear (SO1) of the first planetary gear set (RS1) and the fifth shifting element (E) with a spider (ST1) of the first planetary gear set (RS1);

alternatively, a sun gear (SO1) of the first planetary gear set (RS1) is affixed, by one of the third shifting element (C) and the spider (ST1) of the first planetary gear set (RS1) via the fourth shifting element (D), to the transmission housing (GG);

the output drive shaft (AB) is connected with an internal gear (HO1) of the first planetary gear set (RS1) and with one of the spiders (ST2, ST3) of the second ~~[[or]]~~ and the third planetary gear set (RS2, RS3); and

wherein the output shaft penetrates, in an axial direction, at least one of the first planetary gear set (RS1) and the second planetary gear set (RS2) ~~are centrally and completely penetrated in the axial direction by a shaft.~~

63. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein the shaft, which penetrates at least one of the first

and the second planetary gear set (RS1, RS2) in ~~[[an]]~~ the axial direction, is the input drive shaft (AN). ❖

64. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein the fifth shifting element (E) is positioned axially between the first and the second planetary gear set (RS1, RS2). ❖

65. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein ~~[[the]]~~ a connective element between the spider (ST1) of the first planetary gear set (RS1) and the internal gear (HO2) of the second planetary gear set (RS2) is a disk carrier of the fifth shifting element (E). ❖

66. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 65, wherein a combining element between the spider (ST1) of the first planetary gear set (RS1) and the internal gear (HO2) of the second planetary gear set (RS2) is ~~designed as an outside~~ outer disk~~[[s]]~~ carrier for ~~the acceptance of supporting~~ friction disks of the fifth shifting element (E). ❖

67. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein the second shifting element (B) is ~~placed upon that~~ located on a side of the first planetary gear set (RS1) ~~which ties~~ opposite ~~[[to]]~~ the fifth shifting element (E). ❖

68. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein the third and ~~the~~ fourth shifting elements (C, D) ~~is placed upon that~~ are located on a side of the first planetary gear set (RS1) ~~which ties~~ opposite ~~[[to]]~~ the fifth shifting element (E). ❖

69. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 67, wherein the second, the third and the fourth shifting elements (B, C, D) are placed on one side of the first planetary gear set (RS1), ~~which side is~~ proximal to a motor of the multi-stage automatic transmission which is operationally connected to the input drive shaft (AN). ❖

70. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein the third and the fourth shifting elements (C, D) are ~~placed next to one another, as seen in the axial direction~~ axially adjacent one another ❖

and are in a zone radially ~~located above~~ outside the first, the second and the third planetary gear sets (RS1, RS2, RS3).

71. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein a servo apparatus (510) of the fifth shifting element (E) is located on the input drive shaft (AN), ~~which is the shaft which~~ and input drive shaft (AN) ~~centrally~~ penetrates the first planetary gear set (RS1).

72. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~[[the]]~~ a servo apparatus (510) of the fifth shifting element (E) activates ~~[[the]]~~ disks (500) of the fifth shifting element (E) axially in ~~[[the]]~~ a direction of the first planetary gear set (RS1).

73. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~[[the]]~~ a servo apparatus (510) of the fifth shifting element (E) activates ~~[[the]]~~ disks (500) of the fifth shifting element (E) axially in ~~[[the]]~~ a direction of the second planetary gear set (RS2).

74. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~[[the]]~~ a servo apparatus (210) of the second shifting element (B) is ~~placed nearer~~ located closer to the first planetary gear set (RS1) than ~~[[is]]~~ a servo apparatus (310) of the third shifting element (C).

75. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein a servo apparatus (210) of the second shifting element (B) is placed immediately proximal to the first planetary gear set (RS1).

76. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~[[the]]~~ a servo apparatus (210) of the second shifting element B activates ~~[[the]]~~ disks (200) of ~~[[the]]~~ a second shifting element (210) axially in a direction ~~contrary to~~ away from the first planetary gear set (RS1).

77. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein a servo apparatus (210) of the second shifting element (B) is placed immediately proximal to a transmission housing affixed wall (GW)~~[[.]]~~ which forms an outer wall of the transmission housing (GG).

78. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~[[the]]~~ a servo apparatus (210) of the second

shifting element (B) activates ~~[[the]]~~ disks (200) of the second shifting element (B) axially in ~~[[the]]~~ a direction of the first planetary gear set (RS1).

79. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein a servo apparatus (210) of the second shifting element (B) is ~~bearingly~~ supported on the sun gear (SO1) of the first planetary gear set (RS1) by at least one bearing.

80. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 62, wherein ~~[[the]]~~ a servo apparatus (210) of the second shifting element (B) is ~~bearingly~~ supported on the input drive shaft (AN) by at least one bearing.

81. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein at least one of a servo apparatus (310) of the third shifting element (C) and a servo apparatus (410) of the fourth shifting element (D) ~~[[,]]~~ is integrated in a transmission-housing affixed housing wall (GW) ~~[[,]]~~ which forms an outside wall of the transmission housing (GG).

82. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein a servo apparatus (310) of the third shifting element (C) is placed radially ~~underneath the~~ inside a servo apparatus (410) of the fourth shifting element (D).

83. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein disks (300, 400) of the third and the fourth shifting elements (C, D) ~~border~~ axially ~~[[on the]]~~ border a housing wall (GW).

84. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein disks (200) of the second shifting element (B) are placed located closer to the first planetary gear set (RS1) than ~~are the~~ disks (400) of the fourth shifting element (D).

85. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein disks (300) of the third shifting element (C) are placed radially ~~underneath the~~ inside disks (400) of the fourth shifting element (D).

86. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein disks (200, 300) of the second and third shifting element (B, C) ~~[[border]]~~ axially ~~[[on the]]~~ border a housing wall (GW).

87. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein disks (400) of the fourth shifting element (D) are placed located nearer ~~to~~ the first planetary gear set (RS1) than ~~are the~~ disks (200) of the second shifting elements (B).

88. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein disks (300) of the third shifting element (C) are placed radially ~~underneath the~~ inside disks (200) of the second shifting element (B).

89. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein an activation stamp (416) of ~~the~~ a servo apparatus (410) of the fourth shifting element (D) partially overlaps, in a radial direction, ~~the~~ disks (200) of the second shifting element (B) ~~in a radial direction~~.

90. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~the~~ an activation stamp (416) of ~~the~~ a servo apparatus (410) of the fourth shifting element (D) partially overlaps, in a radial direction, ~~the~~ a servo apparatus (210) of ~~the~~ a second shifting element (B) ~~in the axial direction~~.

91. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 89, wherein ~~the~~ an activation stamp (416) of ~~the~~ a servo apparatus (410) of the fourth shifting element (D) penetrates, in the axial direction, a restorative element (413) of the servo apparatus (410) of the fourth shifting element (D) ~~in the axial direction~~.

92. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~the~~ servo apparatus (410) of the fourth shifting element (D) possesses two pressure spaces (411a, 411b), ~~wherein the~~ and a differential pressure between the two pressure spaces (411a, 411b) acts upon ~~the~~ disks (400) of the fourth shifting element (D).

93. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 89, wherein ~~the~~ a second pressure space (411b) of the servo apparatus (410) of the fourth shifting element (D) is formed by ~~the construction of a~~ section of the transmission housing (GG) and ~~the~~ an activation stamp (416) of the servo apparatus (410) of the fourth shifting element (D).

94. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein [[the]] disks (200, 300, 400) of the second, the third and the fourth shifting elements (B, C, D) ~~[[border]]~~ axially ~~[[on the]]~~ border a housing wall (GW).

95. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein [[the]] disks (300) of the third shifting element (C) are ~~placed~~ located radially underneath [[the]] disks (200) of the second shifting element (B) and the disks (200) of the second shifting element (B) ~~[[is]]~~ are placed located radially under [[the]] disks (400) of the fourth shifting element (D).

96. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein [[the]] at least one of friction disk[[s]] of the third shifting element (C) and/or ~~the~~ at least one of friction disk[[s]] of the fifth shifting element (E) possess a come-along toothing on their outer diameter.

97. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein disks (300) of the third shifting element (C) are ~~placed~~ located nearer ~~[[to]]~~ the second shifting element (B) ~~than are~~ the disks (400) of the fourth shifting element (D).

98. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein at least one of a servo apparatus (310) of the third shifting element (C) and ~~[[/or]]~~ a servo apparatus (410) of the fourth shifting element (D) is integrated into one of the transmission housing (GG) ~~or is integrated into~~ a disk[[s]] carrier of the ~~third/fourth~~ third and the fourth shifting elements (C, D) which ~~[[said]]~~ disk carrier is non-rotatably affixed to the transmission housing (GG).

99. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein [[the]] a servo apparatus (310) of the third shifting element (C) activates ~~[[the]]~~ disks (300) of the third shifting element (C) axially in ~~[[the]]~~ a direction of the second shifting element (B).

100. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~[[the]]~~ a servo apparatus (310) of the third shifting element (C) activates ~~[[the]]~~ disks (300) of the third shifting element (C) axially in ~~[[th]]~~ a direction of the second shifting element (B).

101. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein [[the]] a servo apparatus (310) of the third shifting element (C) possesses an activation direction counter to [[the]] a servo apparatus (410) of the fourth shifting element (D). ♦♦

102. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein the first shifting element (A) is placed on [[that]] a side of the third planetary gear set (RS3) ~~which is~~ remote from the second planetary gear set (RS2). ♦♦

103. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 102, wherein the first shifting element (A) borders [[onto]] the third planetary gear set (RS3). ♦♦

104. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein the first shifting element (A) is one of non-rotatably bound onto an outside wall of the transmission housing (GG) [[or]] and is [[so]] bound on a transmission housing (GG) cover and thus forms an outer wall of the said automatic transmission. ♦♦

105. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein an outside outer disk[[s]] carrier of the first shifting element (A) is integrated into one of the transmission housing (GG) ~~or into~~ and a transmission housing cover which is non-rotatably affixed to the transmission housing (GG). ♦♦

106. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 102, wherein a servo apparatus (110) of the first shifting element (A) is one of integrated into the transmission housing (GG) ~~or is integrated into~~ a transmission housing wall affixed to said transmission housing (GG). ♦♦

107. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein a total of eight axial bearings (AX1 to AX8) are provided for [[the]] axial support of components which are located within the transmission housing (GG). ♦♦

108. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 107, wherein the eight axial bearings (AX1 to AX8) are provided in at least two different sizes.

109. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein within the transmission housing (GG), a total of four rotating sealing rings (RR1 to RR4) are provided for ~~[[the]]~~ dynamic sealing of individual a pressure ~~and lubrication~~ medium ~~feed means from one another and from other components within the multi-stage automatic transmission.~~

110. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein the input drive shaft (AN) and the output drive shaft (AB) are coaxially aligned ~~coaxially to with~~ one another.

111. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 109, wherein the output drive shaft (AB), which is operationally bound to the interior gear (HO1) of the first planetary gear set (RS1), centrally penetrates, in the axial direction, through the third planetary gear set (RS3) ~~in the axial direction.~~

112. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 110, wherein the output drive shaft (AB), which is operationally bound to the interior gear (HO1) of the first planetary gear set (RS1), centrally penetrates, in ~~[[an]]~~ the axial direction, a clutch space of the first shifting element (A), ~~[[which]]~~ and the clutch space of the first shifting element (A) is formed by at least one of a disk[[s]] carrier ~~and/or the a~~ servo apparatus (110) of the first shifting element (A).

113. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 110, wherein the input drive shaft (AN) is ~~bearingly~~ supported within the output drive shaft (AB) by at least one bearing.

114. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~the input drive shaft (AN) and the output drive shaft (AB) do not run coaxial to one another, and the input drive shaft (AN) and the output drive shaft (AB) run axis-parallel~~ are one of parallel to one another ~~[[or]]~~ and are set at an angular disposition.



115. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 114, wherein ~~to accomplish the~~ at least one first spur gear (STR1) forms an operational connection between the output drive shaft (AB) and the internal gear (HO1) of the first planetary gear set (RS1), ~~the~~ at least one first spur gear (STR1) is provided, which is placed located in ~~[[the]]~~ a zone radially above outside at least one of the first and/or, the second and/or and ~~the third planetary gear set (RS1, RS2, RS3).~~

116. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 114, wherein ~~to achieve~~ at least one first spur gear (STR1) forms an operational connection between the output drive shaft (AB) and the internal gear (HO1) of the first planetary gear set (RS1), ~~the~~ at least one first spur gear (STR1) is provided; ~~which is placed axially between the third planetary gear set (RS3) and the first shifting element (A).~~

117. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 114, wherein to achieve an operational connection between the output drive shaft and the internal gear (HO1) of the first planetary gear set (RS1), at least a first spur gear (STR1) is provided, which is placed axially between the first shifting element (A) and an outer wall of the transmission housing (GG), and is axially between the first shifting element (A) and a transmission housing cover which is non-rotatably affixed to the transmission housing (GG).

118. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim 114, wherein for ~~[[the]]~~ achievement of an operational connection between ~~[[that]]~~ the output drive shaft (AB) and the internal gear (HO1) of the first planetary gear set (RS1), at least one first spur gear (STR1) is provided, which borders axially onto a outer wall of the transmission housing (GG), and borders onto a transmission housing cover, which ~~[[cover]]~~ is non-rotatably bound to the transmission housing (GG).

119. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim ~~[[61]]~~ 62, wherein the internal gear (HO1) of the first planetary gear set (RS1) and the spider (ST3) of the third planetary gear set (RS3) and the output drive shaft (AB) are continually in contact with one another, and the spider (ST2) of the

second planetary gear set (RS2) is continually bound with an internal gear (HO3) of the third planetary gear set (RS3), and further, in that the spider (ST1) of the first planetary gear set (RS1) is continually bound to an internal gear (HO2) of the second planetary gear set (RS2).

120. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein the internal gear (HO1) of the first planetary gear set (RS1) and the spider (ST2) of the second planetary gear set (RS2) and the output drive shaft (AB) are continually connected with one another, and in that the spider (ST3) of the third planetary gear set (RS3) is continually bound with an internal gear (HO2) of the second planetary gear set (RS2), and in that the spider (ST1) of the first planetary gear set (RS1) is continually in contact with an internal gear (HO3) of the third planetary gear set (RS3).

121. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~by means of selective closure of the shifting elements (A to E) at least six forward gears may be shifted into, and in that for the re-shifting from one gear to [[the]] one of a next successive higher gear, or to the~~ an ~~a next successive lower gear, from [[the]] an existing active shifting element, respectively one of the first, the second, the third, the fourth and the fifth shifting elements is opened disengaged and another of the first, the second, the third, the fourth and the fifth shifting elements is closed engaged.~~

122. (CURRENTLY AMENDED) The multi-stage automatic transmission according to claim [[61]] 62, wherein ~~in the shifting elements are closed as follows: in [[the]] a first forward gear, the first and the fourth shifting elements (A, D) are engaged, in [[the]] a second forward gear, the first and the third shifting elements (A, C) are engaged, [[and]] in [[the]] a third forward gear, the first and the second shifting element (A, B) are engaged, in [[the]] a fourth forward gear, the first and the fifth shifting element (A, E) are engaged, in [[the]] a fifth forward gear, the second and fifth shifting element (B, E) are engaged, in [[the]] a sixth forward gear, the third and the fifth shifting element (C, E) are engaged, and in reverse gear, the second and the fourth shifting element (B, D) are engaged.~~